

Hawaiian Gazette.

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HONOLULU, HAWAII TERRITORY, TUESDAY, MARCH 1, 1910.

—SEMI-WEEKLY.

WHOLE NO. 3144

TOURISTS ARE HELD HERE AGAIN

Visitors Run Up Against Liners With Accommodations Overtaxed.

FEW EXTRA BERTHS IN MARCH

Maitai, Korea and Wilhelmina Booked Full Weeks in Advance.

Once more intending passengers from Honolulu to the Coast are confronted with the prospect of being left behind. Every steamer scheduled to leave for the Coast this month is booked full or nearly so, and only those who booked weeks ago have any prospect of getting away. Those unfortunate in having arrived here two and three weeks ago and delaying getting their names on the booking lists, are certain to be put on the waiting list.

The Canadian-Australian steamship Maitai, due tomorrow from Australia, has room for but twelve passengers although three or four times that number have attempted to book. Many of these intending passengers are Vancouver and Victoria people who have round-trip tickets, but the accommodations on the Maitai were taken even when they arrived here less than a month ago.

During the month of March there will be six steamers leaving for Coast ports which can accommodate passengers. These are the Maitai, leaving for Vancouver tomorrow; the Korea, leaving for San Francisco, March 7 or 8; the Lurline and Alameda leaving for San Francisco, March 16; the Siberia, leaving for San Francisco, March 25 and the Wilhelmina sailing for San Francisco, March 26.

The Maitai is booked full; the Korea, arriving here next Monday from Yokohama has accommodations for one hundred passengers for the Coast, and there are 150 booked at the local agency. The Lurline is already pretty well booked and the Alameda already has a pretty fair list booked, although there is room for more; the Siberia may have accommodations for from sixty to one hundred, although this can only be conjectured, but the local agency is already booking her to the number of supposed accommodations, and the Wilhelmina is practically booked up.

During the month the Makura will arrive from Vancouver, next Friday, and is supposed to be bringing a large number of Canadian tourists; the Lurline is due here March 9, the Alameda on the 11th, the Mongolia on the 14th, the Tenyo Maru on the 21st. Of these the Lurline, Alameda, Makura and Mongolia will be the only ones to bring tourists whose terminal destination is Honolulu. Any that stop over from the Tenyo Maru must eventually proceed to the Orient. Many of the passengers arriving on the Lurline, Alameda and Mongolia as well as the Makura, will probably remain here a few days or a week and take return steamers back to the Coast, as for example on the Lurline and Alameda, so that even if these vessels are not booked full now, their return trip passengers will swell the lists.

Some of the companies have no interchange ticket arrangements. The Matson company interchanges with the Oceanic company, and the Oceanic company interchanges with the Matson and Pacific Mail company. Neither company interchanges with the Canadian-Australian company, so that passengers who have arrived here on Canadian boats and are compelled to return to the Coast on other lines, may have to purchase tickets, and stand to lose on their return coupons, although in some instances these are related.

Hilsonian Eliminated.

The addition of the Wilhelmina to the fleet of steamers plying between Honolulu and San Francisco is appreciated by the traveling public. She went back to the Coast with a large-sized passenger list and on March 26 will probably be full. However, she replaces the Hilsonian which carried from thirty-five to fifty-five passengers, the Hilsonian being relegated to a back island run. So that the addition of the Wilhelmina means that about fifty or sixty more passengers can be accommodated than before, because the Hilsonian is now eliminated as a passenger carrier between Honolulu and San Francisco. No effort is being made by the Matson company at present to make the Hilsonian attractive as a passenger carrier as she is placed on a nine-day run between Kahuiki and San Francisco. On her run from Seattle to Honolulu, however, the Hilsonian is expected to attract tourist travel from Seattle, Tacoma, Portland and even Vancouver, and efforts of the Matson company will be directed toward securing the Northwest traveling public with the fact that the Hilsonian is the passenger-carrying business.

DISPOSITION OF FEATHERS FIXED

Plumage Seized by Thetis to Be Turned Over to Agricultural Department.

The plumage and wings seized by the revenue cutter Thetis in her recent expedition to the westward isles, when she arrested and brought to Honolulu twenty-three bird poachers, is to be turned over to the agricultural department, according to word received from Washington by United States District Attorney Breckons. What is to be done with it by the agricultural department is still uncertain; but it will hardly go to Paris to be made into ornaments for women's heads.

The twenty-three Japanese arrested were yesterday given a continuance of another week by Judge Robertson, they having as yet not received the papers which they have had advised were mailed to them from Japan for their defense.

The grand jury will probably return an indictment against Max Schlemmer next Wednesday.

COLONEL HUNTER GOES AWAY ON THOMAS

Lieutenant-Colonel Hunter, Fifth Cavalry, whose promotion to the Seventh Cavalry comes as a result of the promotion of Colonel Ward to a brigadier-generalship, will probably leave on the transport Thomas for the Coast next week. Although no orders have been received yet detaching him from Schofield Barracks, it is likely that he will leave on that vessel. He will be accompanied by Mrs. Hunter. They will go to Leavenworth.

Other passengers booked to go on the Thomas are Captain Scales, Fifth Cavalry, and wife, Doctor McCallum, Medical Reserve Corps, and wife, and Colonel von Schrader, chief quartermaster, department of California, who expects to finish his inspection tour on this island this week.

Lieutenant Pinkston and Lieutenant Lewis, both of the marine corps battalion at Camp Verry, leave today on the Crook for Manila. They have been assigned to the Cavite station near Manila. Both officers have been stationed here for some time and there is considerable regret that they are to leave. Mrs. Pinkston accompanies her husband to the Far East.

THETIS CAPTAIN TRANSFERRED TO CUTTER ITASCA

Captain W. V. E. Jacobs, commander of the revenue cutter Thetis, yesterday received cable orders from Washington, transferring him to the command of the practice ship Itasca, now at Arundel Bay near Baltimore. He is ordered to proceed to his new command as soon as he shall have finished up his work here in connection with the Japanese bird poachers, and will probably leave for the Coast in a short time.

The practice ship Itasca, under command of Captain Jacobs, will make a voyage to Europe during the coming summer.

Lieutenant H. W. Pope, first officer of the Thetis, will be left temporarily in command of the revenue cutter. Whether or not he will soon be superseded by an officer of higher rank is not known at present.

ASIA DUE TOMORROW.

The Pacific Mail steamship Asia is due tomorrow from San Francisco. She brings additional mail and may have a few lay-over passengers for this port.

NORTH GERMAN LLOYD MAY MAKE HONOLULU CALL PORT

LOS ANGELES, February 17.—The great liners of the North German Lloyd Steamship company may ply between San Francisco and the Orient within the year, according to Count Charles A. von Helmut, manager of transportation, who is here with Robert Capelle of San Francisco, the Pacific Coast agent. The manager, with his wife and daughter, is on a tour of the world, but at the same time he is making a close inspection of this Coast with a view to establishing a trans-Pacific service. At present the company's steamers ply between Europe, China and Japan, but if an investigation warrants—and von Helmut

FORTY-TWO STOP WATCH VICTIMS

Scully Swears to Warrants for Auto Drivers Exceeding Speed Limits.

NO FAVORITES ESCAPE LAW

Captive Will Fight Charge and Carry Case to Highest Court if Necessary.

Penal summons was issued yesterday for forty-two owners and chauffeurs of automobiles, sworn to by Martin J. Scully, hack and automobile officer for the county. The forty-two were charged with breaking the speed limits set by county ordinance and the gathering of the evidence against them represents a week's work on the part of Scully. All will appear in court tomorrow to answer to the charge against them and most of them will probably plead guilty.

There will be one determined fight against the charge, however, and this will be made by J. A. McCandless, one of those arrested. McCandless declares that he will bring the matter before a jury and if that fails him he will bring the case higher and to the very highest court if necessary on constitutional grounds. The only case that has ever won out against Scully's carefully prepared evidence was that of C. H. Brown which was carried to the circuit court on appeal after he was fined \$25 by Judge Andrade. At that time a jury acquitted him, several members of it coming around to Scully afterwards and apologizing for doubting his word, they having accepted Brown's alibi although Scully and his assistant had seemingly absolute evidence to the contrary.

The determination of McCandless to fight the matter will probably result in the balance of the cases being held over, providing that McCandless fights on constitutional grounds.

All the accused autoists are a little in the dark as to just what kind of a case Scully has against them, and there is liable to be a surprise when the matter comes up in court.

Those whose names appear on the summons are those who were running far above the speed limits. Those who were going three or four miles faster than they should have done were scratched, as were also all women and doctors, a special list being made of these and turned over to Sheriff Jarrett.

There has been absolutely no favorites played and this has caused some comment among those who were stung. As a matter of fact Scully has been working with a system that does not allow him to make any distinctions. He has timed autos with a special device over a 330-yard course and those who made it in less than 11 seconds were marked. Anyone who happened to drive over that course at the time that Scully was on was liable to being marked if he was exceeding the speed limit.

On the 22d Scully was near Wright's shop on King street between Punchbowl and Alapai and caught the following persons, the number after their names being those of the autos they were driving: D. A. McNamara, 247; Joe Leal, 30.

On the 23d, at the same place, he caught Vincent Freitas, Henry Lewis and James E. Thompson, the latter in auto 67.

On the 24th he was near Singer's Bakery on King street between Alapai and Kapiolani and caught Manuel Reis, 215; C. L. Wright, 112; and M. K. Richards, 103.

On the 25th at the same place he caught Charles McWayne, 469; G. W. Peavey, 472; Antonio Rodriguez, 308; H. B. Odell, 483; C. G. Bartlett, 149; C. J. Schoening; H. L. Kerr, 496; H. P. Wilbur, 409; George Soares, 55; W. E. Young, 153; A. V. Stevens, George Wells, P. H. G. 1; A. J. Gonsalves, 24; E. E. Dodge, 356; Frank E. Howes; F. P. Wilson, 431; W. Choney Jr., 427; (Continued on Page Eight.)

HORRORS OF PARIS FLOOD DESCRIBED BY EYEWITNESS

Letter From Miss Waller Bears Out the Sent Out in Cablegrams—Writer Was on the Ground.

The following graphic description of the Paris flood is from a letter written by Miss Ruth Waller, who is at present in Paris, to her father, G. J. Waller of this city:

"I don't know when this letter will be posted as all public offices, etc., are interrupted. You are no doubt daily reading accounts of the terrible flood which is devastating Paris, so I thought I would write down a few impressions which may be interesting to you.

"The Seine began to rise the beginning of last week but it was not until Saturday, January 22, that the water became dangerous. Each day it rose, and each day the situation became more critical until at the present moment most of the streets in the neighborhood of the Seine are under water, and thousands of people are homeless.

"Most of the bridges spanning the river are closed to traffic of any sort,

and guarded by soldiers and policemen, as they are considered unsafe. The swift current (of sixteen miles an hour speed) is carrying wreckage of all kinds down stream. Yesterday was fine so our hopes were raised. But these were doomed to bitter disappointment by today's pitiless rain. The gloomy atmosphere and unceasing rain has brought renewed despair to the stricken city, and a cloud of darkness and misery seems to hang over this once beautiful, gay 'city of light.' The Parisians realize that if the water does not soon abate their city is doomed.

"January 29.—Hettie and I went to the bank this morning as we were afraid the bridges would be closed for several days. The bank is situated in the heart of the city. We took the horse-bus which is the only public conveyance to be had today as electric cars, motor-buses, etc., have all been stopped. Only four bridges out of the thirty are open to the public and these are crowded; the long lines of traffic (Continued on Page Eight.)

THOMPSON WILL MAKE A FIGHT

Attachment Proceedings in the Alden Besse Case Will Be Contested.

Two wireless messages have been received from the steamship Alameda, from A. W. E. Thompson, whose connection with the attachment proceedings on a portion of the cargo of the bark Alden Besse have brought him prominently before the public, in which he has stated he will fight Rosenberg's suit to the last ditch. Mr. Thompson is suddenly on the Alameda, being called by serious illness in his family, residing at Los Angeles, and because of a large-sized contract which he is to fill in 120 days, the materials for which are to be brought here in the Alden Besse from Los Angeles.

The story of the attachment proceedings brings up some rather unique features of law and commercial dealings. The Alden Besse is controlled by Mr. Thompson and Captain Miller. It was decided to load her with scrap iron as ballast for Los Angeles. "Scrap Iron" Brown delivered the bulk of the cargo at six and eight dollars a ton. The vessel had not a full cargo, and Mr. Thompson went to the Rosenbergs and agreed to take scrap at ten dollars a ton, which was rather high, as the stuff can not be sold better than that in Los Angeles. When 177 tons had been loaded into the Alden Besse, the underwriters stopped further loading. The insurance was attended to, clearance papers obtained from the customhouse, when Rosenberg appeared on the scene. He declared that Mr. Thompson was to clear out his yard, or pay him a blanket sum for what was left. No agreement was reached, and Rosenberg attached the cargo, which was a mixture of Brown's and Rosenberg's materials.

Obtaining an opinion from attorneys, Captain Miller sailed away in the Alden Besse after the high sheriff's attachment had been nailed to the mast.

An effort was made to compromise the matter. Mr. Thompson, through his backers, offered a check for \$1750 to the Rosenbergs, and also, later on, offered to make the check an even \$2000. This offer was refused. Mr. Thompson was called away at this time and he left, and then the Rosenbergs attached his machinery and other materials which he was selling on commission. Mr. Thompson was notified by wireless, and he has answered in a decisive manner, although it is understood that the Rosenbergs in the last day or two have offered to compromise.

As to the statement of a gentleman who went into partnership with Mr. Thompson having gotten the worst of a bargain, it is stated by Trent & Co., that the gentleman offered to take an interest for \$1000. Mr. Thompson said he would try him for two months and if \$500 cash were turned over and \$1100 in endorsed notes, this was done. At the end of a month the partnership came to an end and the notes were not only turned over to the withdrawing partner, but his \$500 cash also.

TALK ARBITRATION IN PHILADELPHIA STRIKE

Street Car Companies May Consent to Meet Men.

PHILADELPHIA, February 28.—The news of the talk of arbitration was the leading feature of the strike situation here today. It was reported some days ago that the street railway companies would refuse to arbitrate.

WILL REFORM DEPARTMENTS

Aldrich Bill Provides That the Government Shall Observe Business Rules.

WASHINGTON, March 1.—The senate yesterday passed the Aldrich bill providing for a complete revision and modernization of business methods in the departments of the government.

The Aldrich bill is one of the most important bits of legislation which congress has considered this session. It provides that the various departments of the federal government shall be reorganized and that business methods shall be brought up to date so as to compare favorably with the methods in vogue in the large business houses of the country.

There has been much criticism in times past concerning the operation of the federal departments. It is believed that the Aldrich bill, should it pass the house, would remedy the abuses concerning which complaint has been made.

CALLS HITCHCOCK POLITICAL DICTATOR

Congressman Denounces Postmaster-General for Ignoring Recommendation.

WASHINGTON, February 28.—Some what of a sensation was caused in legislative and official circles today when the public became informed of a letter sent to Secretary Hitchcock by Congressman Lindbergh of Minnesota.

Lindbergh is an insurgent and recently submitted a recommendation for an appointee to a postmastership. Postmaster-General Hitchcock refused to approve this recommendation. The result is the letter written by Lindbergh to Hitchcock, in which the secretary is denounced as a political dictator. The insurgents of congress are very much stirred, as this most recent act of Hitchcock appears to confirm the report that the administration will not recognize the insurgents in matters of patronage.

PICKED UP UNCONSCIOUS. CARRIED TO HOSPITAL

Unidentified Member of Transport Crook's Crew Found in Park.

One of the crew of the transport Crook was picked up in Asia Park last night in an unconscious condition and taken to the Queen's Hospital. The police were unable to learn his name last night and the hospital authorities had not made out his identity up to an early hour this morning.

The nurse in charge said that he had not come to his senses and it was impossible to tell what the matter was with the patient. The police thought he had been beaten up, but at the hospital it was said he had no cuts or bruises.

PACIFIC MAIL MAY HAVE TROUBLE

Dickinson Will Invoke Antitrust Law Against Steamship Monopoly.

OBJECTS TO PANAMA POLICY

Government Seeks Relief From Burden of Company's Demands.

WASHINGTON, March 1.—The Pacific Mail Steamship Company may find itself up against the federal laws. Secretary of War Dickinson yesterday announced that he proposes to invoke the Sherman antitrust law to break the steamship monopoly which the Pacific Mail company exercises over the steamship business between the United States and Panama.

There has been considerable talk of freeing the government from the burden of the steamship monopoly and a line of government-owned steamers has been discussed. Such a line is known to be favored by many members of congress.

The secretary of war believes that the federal laws are ample to relieve the government from any burden under which it may now be suffering by reason of the monopoly exercised by the Pacific Mail company.

ENGINEERS AND FIREMEN MAY GO OUT ON STRIKE

Vote to Stop Work Unless the Railroads Grant Their Demands.

MINNEAPOLIS, March 1.—The railway engineers and firemen last night completed taking their vote as to whether or not they will strike. It is said that they are overwhelmingly in favor of striking if their demands be not granted.

SIX YEARS IN JAIL FOR PHONEY BUTTER MAGNATE

Did Not Obey Regulations Regarding the Manufacture of Oleomargarine.

CHICAGO, March 1.—W. A. Broadwell, a wealthy manufacturer of oleomargarine, was yesterday sentenced to serve six years in the penitentiary and to pay a fine of \$15,000 for violating the regulations relative to the manufacture and sale of imitation butter.

ROOSEVELT TO JOIN WIFE AT KHARTOUM

Expects to Arrive With His Party on March 15.

GONDOKORO, East Africa, February 28.—Colonel Roosevelt and his party will arrive at Khartoum, where Mrs. Roosevelt will await them, on March 15.

DOES NOT FEAR LEPROSY.

NEW YORK, February 11.—"Leprosy cannot be contracted in this climate," declared Health Commissioner Leaderle, of New York today, when shown a despatch from Detroit, saying that a young woman of that city contracted the disease from wearing imported hair from Europe. "I do not believe the girl in Detroit contracted leprosy in that way," continued the commissioner. "If she has the disease, she was infected some other way, and not in Detroit at all. The leprosy germ might be brought over in shipments of human hair from the Orient and elsewhere, but there is no chance of the germ surviving and taking effect in this climate. That was demonstrated years ago. After a series of experiments were five leprosy patients placed in the hospital without restriction. I do not suppose the whereabout of a single one of them is known at the present time. Do you suppose these men would have been taken home as the community if the health authorities had not been sure of the facts stated?"